

During the year 1936 a change was effected in the methods of construction on aerodromes. Previously, the finance required was largely obtained from the Employment Promotion Fund, but from this date a special vote was provided for aerodrome development out of the Consolidated Fund. Plant operation was brought in wherever possible, and the principle introduced of carrying out major works by private competitive contract, and progress was considerably accelerated.

As at the 31st March, 1939, there were fifty-five licensed aerodromes in the Dominion, of which nine were usable in their original condition, while ten other fields were available as emergency landing grounds. On all but a few of the smallest of these licensed fields, on all emergency-landing grounds, and on many other fields not yet in use development work has been undertaken.

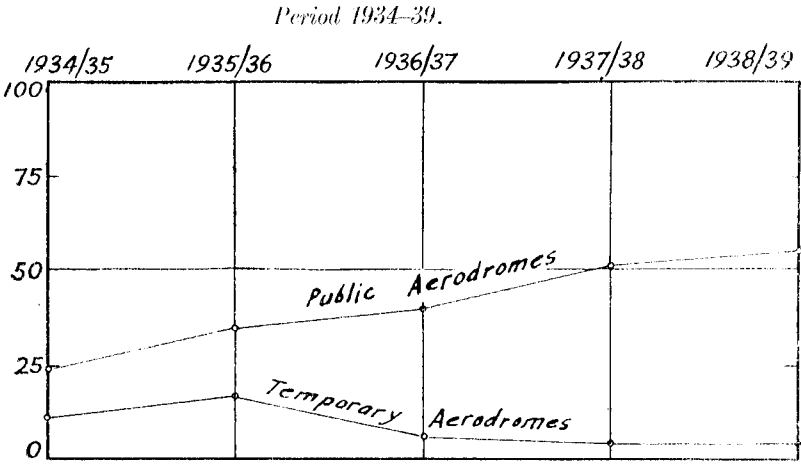
Investigation and construction work may be summarized as follows :—

Sites investigated	270
Sites surveyed and proposals prepared or in hand	92
Licensed fields for commercial and general use—	
(i) Constructed and licensed	43
(ii) Partly developed and licensed	3
(iii) Construction completed but not licensed	6
(iv) Construction in hand and not licensed	6
	58
Emergency-landing grounds—	
(i) Constructed and in use	10
(ii) Construction in hand	4
	14

Further extensions were undertaken on all fields after the initial development was completed.

All emergency-landing grounds and certain remote landing-fields are constructed and maintained at the expense of the Government.

The graph below indicates the increase in the number of public aerodrome licences, with the decrease in the number of temporary licences :—



RADIO SERVICES.

Prior to the inauguration of the Government aeradio service on a permanent basis, an initial scheme—utilizing the Post and Telegraph stations—was operated from January, 1936.

At the beginning of 1937 it became apparent that some properly co-ordinated control of the aeradio service was desirable, and a conference was convened of representatives of the Public Works, Post and Telegraph, and Air Departments.

This Committee presented a comprehensive report to the Government, recommending, *inter alia*—

- (1) That the medium-wave band, which had already been temporarily adopted for aeradio station operation, should be confirmed and adopted as the most suitable wave-band for New Zealand requirements.
- (2) That a complete network of aeradio stations be provided throughout the Dominion to cater for existing and proposed air services.
- (3) That at the principal aeradio stations direction-finding equipment should be provided and also, where considered desirable, approach beacons to facilitate landing in conditions of poor visibility.
- (4) That a suitable station be provided for overseas air services.
- (5) That the administration of the complete aeradio service, including the meteorological service for aircraft, be in the hands of a permanent committee of representatives of the various Departments concerned.

The report was adopted by the Government, and the members of that Committee, with the addition of a representative of the Meteorological Office, were constituted a permanent Aeradio Committee. Orders were immediately placed for the equipment required for the first section of the programme.